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Docket Management System
United States Department of Transportation
Room Plaza 401
400 Seventh Street, SW
Washington, DC 20590-0001

REF: Docket Number FAA-2001-11133, Notice Number 02-03 Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft

Dear Administrator:

I wish to comment and make recommendations on the NPRM mentioned above. I recommend that the gross weight limitation be changed from 1,232 to at least 1,300 pounds. This change will allow for the use of more existing engines and eliminates an unfair advantage to the two-stroke Rotax engines. Airspeed limitations could remain the same.

I recommend that you revise the make/model logbook endorsement requirements [SPAR 89, Sections 65 and 125]. No instructor endorsement should be required for the sport pilot to fly a particular make/model of light-sport aircraft. Rather than requiring the sport pilot to obtain a separate logbook endorsement from an instructor in each make/model of light-sport aircraft he/she flies, the sport pilot should gain knowledge of the aircraft operating limitations, emergency procedures, weight and balance, and the operating speeds prior to flying in any one aircraft.

I further recommend that you eliminate the 87 knot Vh speed limit for student pilots [SPAR 89, Sections 35(e), 65, 73, 83, and 121.135(c)]. I can find no valid reason to have this airspeed (or any airspeed under Vne) as a requirement.

Many of the light-sport aircraft are not designed to have the surface area to accommodate 12-inch N-numbers/letters. Many of these same aircraft are currently operating legally with airworthiness certificates and 3-inch N-numbers/letters. The 3-inch N-numbers/letters are sufficient for all light-sport aircraft.

Sincerely


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